

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERSEAS TRADE REPORT.
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ESTABLISHED 1857

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FIRING 8 SHOTS in 2 SECONDS.
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12.30 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 1.30 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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11.30 a.m. to 12.00 Noon. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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Hongkong, 1st June, 1907. 1897

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Hongkong, 4th January, 1908.NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column
should be addressed to THE EDITOR.Correspondents must forward their names and ad-
dresses with communications addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
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P.O. Box, 84. Telephone No. 12.

DEATH.

On December 10th, at Cardiff, THOMAS WILFORD,
beloved father of F. C. Wilford, Hongkong, aged
92 years.HONGKONG OFFICE: 10A, DES VIEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 10TH, 1908.

The mischief of the immigration trouble
between Japan and the United States is
this, that even if the two Governments
amicably arrange a restrictive policy, they
cannot carry it into full effect by their own
efforts. Japan appears honestly intent on
arranging a modus vivendi with both Canada
and the United States, and the Govern-
ments of those two territories are disposed
to give Japan as much "ropes" as their
constituents will permit. It appears that
in the result all the Governments are com-
paratively helpless, and that before there
can be complete satisfaction all round, some
arrangement on a far wider basis will have
to be made. For instance, the Government
of Mexico will have to co-operate. With
respect to Chinese immigrants, it looks as
if they were already doing so. The coolie
trade from here to Mexico is at present
practically at a standstill, the medical re-
presentative of the Mexican Government in
Hongkong having been refusing about
eighty per cent of the Chinese coolies who
present themselves as emigrants for the
ships leaving here for Salina Cruz. Os-
tentiously, these rejections are being made
on the ground of an infectious eye-
affection, but it has been suggested to
us that it is not improbable that the
Mexican Government has been approachedby the United States with regard to the
steady exodus of its imported labourers
across the border into American territory.
It is certain that Mexico would not refuse
so many emigrants without sufficient
reason, as there is a big and steady demand
for labour there. If it should prove that
the Mexican authorities are amenable to
requests from Washington, it is safe to
propose that they will soon be taking a
hand in the America-Japanese negotiations
regarding Asiatic immigration. According
to our latest information, Japanese are pour-
ing across the Mexican border into America
in "thousands." These are for the most
part men imported to work on the Mexican
railways. It is admitted that the Japanese
Government is scrupulously adhering to the
agreement it made with the United States,
and refusing passports to any of its subjects
of the labouring class that will allow them
to go to the mainland of the United States,
but so far it has had no occasion to refuse
passports to labourers ostensibly going to
work in Mexico. These do go to Mexico, but
once there the mysterious attraction of the
American States, probably the notorious
high wages of the Western States, pull
them toward the Rio Grande, and they are
not long in finding their way over. The
American Bureau of Immigration has
inspectors stationed along the border, but
it is obviously impossible without a large
army to guard adequately hundreds of
miles of river-bank and desert. The
Japanese are believed to get and study
road maps of the country, and to be in-
formed of places where, after crossing, their
own countrymen will help them. Once
inside, under present arrangements, they
are safe, so far as the Immigration Bureau
is concerned, as Japanese residents are not
registered for identification as are the
Chinese. Something of the same sort is
said to be happening on the northern
boundaries also. The New York Tribune
declares that the immigration laws are
powerless to check the flow from Canada
southwards. "Hundreds of the Japanese
who arrived during the present year at
Canadian ports had no intention to settle
in Canada, but found it easy to slip across
the Canadian frontier into the States, and
accordingly preferred to travel via the
Dominion. Realizing this fact, the authori-
ties have recently been in communication
with the Canadian Government, the result
being that increased vigilance has been
exercised." It is obvious that some wider
international arrangements are called for.The Birmingham Post correspondent says—
I am told by a prominent Japanese authority
that a fair proportion of the cheques for four-
and-a-half million sterling which was
paid over by the Russian Ambassador to the
Japanese Ambassador here in respect of the
cost of the maintenance of Russian prisoners
by Japan during the war, will be employed in
the purchase of material for army and navy
purposes, and the building of a number of new
vessels of war. The residue, amounting to
perhaps two millions, will be retained for the
Japanese Government's ordinary financial
service.It is reported that on the return of Their
Excellencies Sir Frederick and Lady Lucas
from Canton, they will receive an official visit
from His Excellency the Governor of Macao
and Madame Coutinho. The Portuguese
visitors are expected to arrive on Sunday, and
on Monday there will be an official dinner at
Government House, to which the following
have received invitations:—Miss Sloan, Mr.
and Mrs. Pemberton, Mr. and Mrs. Laurent,
Mr. and Mrs. Loope, Lieut. Satterthwaite, Mr.
and Mrs. Collingwood, Mr. and Mrs. Murray,
Major Ross, Mr. A. J. Williams, Mr. H. F.
Chard, Capt. McCulloch, Capt. Brierley, Mr.
and Mrs. Evans, Capt. Dalyell, Mr. and Mrs.
Hotch, Mr. and Mrs. Bibb, Mr. E. S. Car-
ruthers and Miss Evis.Miss Clara Bloodgood, the well-known Ameri-
can actress, has committed suicide by shooting
herself. The unfortunate lady is said to have
been suffering from nervous prostration. In
private life she was the wife of Mr. William
Leimberg, who lives in New York, and is a
distinguished member of the "Four Hundred."
Miss Bloodgood had made for herself a consider-
able reputation as an actress, and was touring
in Mr. Clyde Fitch's "Truth," the play in which
Miss Marie Tempest was recently seen in Lon-
don at the time of her death. She made her
first appearance on the American stage at the
Empire Theatre, New York, under the
management of Mr. Charles Frohman, less than
ten years ago, and rapidly rose in her profession.
Her most recent successes were achieved in
"How He Lied to her Husband," and as Violet
in another of Mr. Shaw's plays, "Man and
Superman."The French Mail of the 10th December was
delivered in London on the 8th inst.Mr. Leonard Dudeney, formerly of Shanghai,
was lecturing at Aldershot last month on
"White and Yellow People."Two newly elected Fellows of the Royal
Colonial Institute are Messrs John T. Mitchell
and F. Gordon Penney, both of the Straits
Settlements. The latter was at one time
Colonial Secretary.E. Grant Richards has published "Peking to Paris: an Account of Prince Borghezz's Journey Across Two Continents in a Motor-Car." The book is the work of Signor Barzini,
the Italian journalist who accompanied Prince
Borghezz, and it is the only authorised account
of the race so far as the winning car is
concerned. Prince Borghezz himself having
contributed a lengthy introduction. There are
about 100 illustrations.Did he appear to be in difficulties or was he
swimming freely?—He was swimming very fast
and singing all the time.

Did you hear a man was missing?—No.

Could you tell what ship this man belonged
to by his hair?—No, I cannot read English.James Macdonald, signaller at the Peak
Station, knew the deceased who was signaller
on the "Tamar." On December 19th witness
met deceased at the Naval Canteen at about
6.30 p.m. They had two drinks together, and
left the Canteen shortly afterwards. Deceased
then said he was going to the Royal English
canteen. Witness went to that canteen shortly
after nine o'clock, but did not see or hear
anyone of deceased, who had "two or three
drinks in," but was not drunk when witness
last saw him.

A. Hyndman, ship's corporal on H. M. S.

"Tamar," said he passed the liberty men on
December 19th. Deceased went ashore and had
not returned at seven next morning when his
leave was up. Witness next saw his body at
the Mortuary on December 22nd.The staff surgeon of the "Tamar" said he
made an autopsy of the body of deceased, and
the condition of the lungs led him to believe
that death was due to drowning.The inquiry was adjourned, so that further
formal evidence might be called.A very small man was placed in the dock, and
an unusually large Japanese sword, having a
blade at least an inch and a half broad, was
placed on the table at the Police Court yester-
day morning. The man was a juggler, and was
charged before Mr. Gomperts with being in
possession of arms without a permit. The
sword was his means of livelihood, for he earned
his daily rice by showing it down his throat to
the hilt. Mr. Gomperts referred the lawbreaker
to the Captain Superintendent of Police, and
Captain Lyon made things legal by issuing a
permit to the juggler to carry the sword.Students from nine different countries have
formed an interesting club at the University of
Chicago and have elected a Chinese president.

V. Y. Hu is the head of the new organization.

The countries represented in the club are

China, Japan, India, the Philippines, Russia,

Norway, Germany, France, and the United
States. The students will speak Esperanto at
the club meetings.

THE HONGKONG DAILY PRESS, FRIDAY, JANUARY 10TH, 1908.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ENGLISH WEATHER.

LONDON, January 9th.

A blizzard has succeeded the heavy
frost, and has caused enormous dam-
age on land and sea.

PRUSSIAN BUDGET.

LONDON, January 9th.

There is a deficit of two and a
half millions sterling in the Prussian
budget, an increase of eight per cent.

LANCASHIRE CRISIS.

LONDON, January 9th.

The disputes between cotton millers
and their operatives is increasing in
extent.

[KUTTER'S SERVICE.]

THE LONDON "TIMES."

LONDON, January 7th.

It is officially announced that negotiations
are proceeding for converting the Times into
a Limited Liability Company, with Sir
Arthur Walter, Chairman, and Sir Arthur
Pearson, Managing Director. The latter to
reorganize the business management, the
editorial character remaining unchanged.THE INTERNATIONAL COTTON
CONGRESS.

LONDON, January 7th.

The International Cotton Congress in
Manchester has approved of the principle of
purchasing plantation from the United
States by a European Company.

CANADA AND JAPAN.

LONDON, January 7th.

M. Lemieux at Vancouver, opined that
a solution of the Japanese immigration
difficulty was able to be reached, and said
that the negotiations in Tokyo were of the
most friendly nature.

THE MOUNT ROYAL.

LONDON, January 7th.

The Mount Royal reached Queenstown on
the 3rd instant. Her boilers started leaking on
the 24th December and she was forced to put back.

INDO-CHINA.

LONDON, January 7th.

The Paris paper *Depeche Coloniale* in an
article dwells on the dangerous spirit and
the political unrest in Indo-China, similar
to that in India; the result of the establish-
ment of a native consultative Chamber, and
says that natives are possessed with the idea
that France has granted semi-parliamentary
privileges from a fear of the Japanese.

BRITISH TRADE.

LONDON, January 7th.

British imports for 1907 amount to
£64,004,176, against £60,880,500 in 1906.
Exports for 1907 amount to £426,204,598,
against £275,575,328 for 1906.

SHANGHAI TRAM APPOINTMENT.

We learn by mail, from an unconfirmed
source, that the new tramway manager at
Shanghai will be a Mr. Carroll, at present
managing a system in south east London.

DISTURBANCE AT WEST POINT.

Some days ago Tung Chan went to an eating
house at 347, Queen's Road West, and after
having all his wants supplied, disputed the
amount charged by the waiter. As he refused
to settle his account the police were called in,
and their persuasion induced him to pay the
amount due. He returned again to the re-
staurant early yesterday morning, however,
accompanied by seven friends, all of whom
called for "chow." The waiter who was there
on Tung's former visit attended them,
took the orders, and shortly returned with a
heavy laden tray. Just as he placed it
on the table he was seized by the queue
by one of the men, while another dealt
him a blow on the head with a heavy stool.
Then the visitors proceeded to upset tables and
smash the crockery, eventually turning their
attention to the three hanging lamps, which
they also knocked down. These were blazing
on the floor when Inspector Collett and two
lukongs arrived at the restaurant, and the police
quickly extinguished them and arrested the
disturbers. They were charged before Mr.
F. A. Hazland at the Police Court yesterday
with disorderly behaviour, damaging property
and assault, and on the charges being proved
were each ordered to pay a fine of \$10.NINE RACES WITH A CHINESE
PRESIDENT.Students from nine different countries have
formed an interesting club at the University of
Chicago and have elected a Chinese president.
V. Y. Hu is the head of the new organization.

The countries represented in the club are

China, Japan, India, the Philippines, Russia,

Norway, Germany, France, and the United
States. The students will speak Esperanto at
the club meetings.

SUPREME COURT.

Thursday, January 9th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. A. G. WISE
(PULINNE JUDGE).

A CROSS ACTION.

Yau Loong sued Dang Chee and Co. to
recover \$94, being balance of account owing to
them by the defendants for goods sold and
delivered. A cross summons was brought by
Dang Chee and Co. against Yau Loong to
recover \$551.73, being the equivalent of £50,
the amount of damage suffered by the plaintiffsby reason of the defendants' breach of contract
for the supply of 200 casks of ginger, the con-
tents in the casks supplied not being accord-
ing to sample. In the first action (No. 1653)Mr. R. D. Atkinson (of Messrs. Deacon,
Looker and Diacon) represented the plaintiffs,
and in the counter claim he represented the
defendants. In the second action (No. 1) Mr. P.
W. Goldring (of Messrs. Goldring and Barlow)
appeared for the plaintiffs, who were defendants
in the first action and represented by the same
solicitor.His Lordship—Can the two actions be taken
together?Mr. Goldring—I'm going to ask for an
adjournment.

Mr. Atkinson—I must oppose it.

Mr. Goldring—My reasons are that my
clients' executors admit £83, as due. The
managing partner has ceased to be managing
partner, and I have had considerable difficulty
in getting any instructions. I would ask for
an adjournment on what terms your Lordship
thinks fit. There is no question of the matter
being settled before Chinese New Year.Mr. Atkinson—The summons has been
adjourned from Friday to Friday for the last
two or three weeks.His Lordship—They will have to pay for all
that.Mr. Atkinson—I would ask your Lordship
to give judgment in action 1653.Mr. Goldring—I have no objection to that
if your Lordship will grant a stay of execution
for fourteen days.His Lordship—How long do you want the
second action adjourned?

Mr. Goldring—It can be taken in Friday's

list. I want to see the late manager, who is in
Canton, and to get a cheque to pay in. The
case practically resolves itself into an issue, as
to whether surveyors' reports are acceptable
to him.His Lordship gave judgment and costs to the
plaintiff in action 1653, and stayed execution
until Tuesday when action 1601 will be heard.

A DISPUTED CONTRACT.

LAW REPORT, DEC. 12.

SUPREME COURT OF JUDICATURE.

COURT OF APPEAL.

(BEFORE THE LORD CHIEF JUSTICE, LORD JUSTICE BUCKLEY, AND LORD JUSTICE KENNEDY.)

COLLINS AND OTHERS V. SIMPSON STEAMSHIP COMPANY.

CLAIM BY SEAMEN FOR WAGES.

This was an appeal by the defendants from a judgment of Mr. Justice Sutton (reported in 23 *The Times Law Reports*, 241) in an action by a number of seamen for wages, and for damages for loss of kit and branch of contract. The action was commenced at the summer assizes at Swanage in August last year, and was adjourned for further hearing in London, being argued on December 20 following.

The action arose in the following circumstances.—The plaintiffs were members of the crew of the steamship *Cardiff*, which sailed from Cardiff for the Far East in 1904 during the progress of the Russo-Japanese war.

The plaintiffs at Manila, in April, 1905, signed articles for a voyage of not more than two years' duration from Cardiff to any ports within limits of 75deg. north and 60deg. south,

commencing at Cardiff, proceeding thence to Kiao Chin, and for any other ports within the above limits, and to end at such port in the United Kingdom or Continent of Europe (within home trade limits) as might be required by the master.

The plaintiffs alleged that they signed to ordinary wages for an ordinary voyage, but they subsequently discovered that the ship was, in fact, engaged in carrying

ammunition and other contraband for Russia.

Whilst Manila the master received instructions

from the Russian Government to proceed to Saigon instead of Port Arthur, which had fallen into the hands of the Japanese.

On January 4, 1906, while proceeding on that voyage with contraband of war she was destroyed by an explosion in Saigon river.

The crew lost their effects, and were sent home as distressed seamen, and reached

Cardiff in March, 1906. At Cardiff they were

asked by the captain, in the presence of the superintendent, to sign clear of the ship under section 136 of the Merchant Shipping Act, 1894.

They refused to do without clearly reserving

any rights they might have for compensation,

and in the end the captain handed to the

superintendent a letter stating that their

signature was to be without prejudice to claims

for loss or claims for money against the Russian

Government.

On this letter being handed over

and approved by the superintendent the

plaintiffs signed clear. The plaintiffs claimed

damages for the loss of their kit and for the

hardship suffered by them and wages from

January 4, 1906, the date when the ship

was destroyed, down to the time of "final

settlement" thereof. The defendants contend

that the plaintiffs were not entitled to

claims for damages, and were only entitled, under section

158 of the Merchant Shipping Act, 1894, to

wages up to the time when the ship was lost,

which amount was paid; and, further, that the

plaintiffs signed a release at Cardiff, under

section 136 of the Act, in respect of all claims

for wages or otherwise. Mr. Justice Sutton

held that he had not been a "loss" of the ship

within section 158 of the Merchant Shipping

Act, 1894, and that the plaintiffs were entitled

to wages under section 134 (e) down to the time

of final settlement—viz., the date of the judge

ment in the action; and also to damages for the

loss of their kit and for the hardship suffered.

The defendants appealed against so much of

the judgment as gave the plaintiffs wages up

to the date of the judgment.

Mr. J. A. Hamilton, K.C., and Mr. Bailliehocke, for the defendant, contended that the ship was lost within the meaning of section 158.

"Lost" in that section merely meant the non-existence of the ship, and therefore under that section the plaintiffs were not entitled to recover any wages after the date of the destruction of the ship—viz., January 4, 1906. Section 134 had no application to a case where the payment of wages had been put an end to by the loss of the ship. Even if it had, it would be necessary for the plaintiffs to show that the wages were held by the misconduct of the master, and there was no evidence of any such misconduct. He referred to "Lloyd v. Sheen" (33 L.T., 174), "Austin Friars Steamship Company v. *Strack*" (1905, 2 K.B., 315), and "Sheen v. *Strack*" (1906, 2 K.B., 8).

Mr. S. T. Evans, K.C., and Mr. Morgan Morgan, for the plaintiff, contended that the ship was not lost within the meaning

of section 158 of the Merchant Shipping

Act, 1894. "Lost" meant something which

occurred through a peril of the sea. It did not

occur through which was under the control of

the master—see "Austin Friars Steamship

Company v. *Strack*" and "Sheen v. *Strack*"

Even if it was a loss within section 158, the seamen were still entitled to their wages under section 134, which dealt with what took place at the end of the engagement. The Merchant Shipping Act contained very stringent provision to ensure the payment to seamen of wages as soon as they were due. The result of reading sections 14, 158, and 168 of the Merchant Shipping Act together was that as soon as the service of the seaman came to an end, his wages were to be paid to him, as provided in section 134, and in addition certain other things were to be done under penalties. The plaintiffs, not having been paid at Saigon, were entitled to be paid wages up to the date of final settlement in England, as the sharp penalty provided by section 134—"Palace Shipping Company v. *Caine*" (1907 A.C., 386).

The Lord Chief Justice, in giving judgment, said that he had not entertained any doubt upon the substantial point raised in this appeal from the time when he understood how the question arose. Before Mr. Justice Sutton left Swanage, two questions had been raised. It was contended on behalf of the seamen in the first place that they were entitled to wages up to the date of the judgment, under section 134, of the Merchant Shipping Act, 1894; and secondly, it was contended that section 158 of the Merchant Shipping Act had no application to this case at all. His Lordship thought it must be assumed that Mr. Justice Sutton held that section 158 did not apply. But in his opinion the view that Mr. Justice Sutton had taken of section 158 was wrong. That section determined when the right of a seaman to claim wages terminated. It provided that "where the service of a seaman terminates before the date contemplated in the agreement by reason of the wreck or loss of the ship"—that meant of a seaman ceasing to do work because the ship did not exist—or of his being left on shore at any place abroad under a certificate granted as provided by this Act of his unfitness or inability to proceed on the voyage—that was the case. The ship still being in existence, but the seaman being unable to work—he shall be entitled to wages for the time of such period.

It was argued that wages were to be paid to a seaman if he came within the three cases mentioned in the section. It was argued that there had not been a loss of the ship within the meaning of that section, but he thought that it was only necessary to state the facts in order to show

that contention was not well-founded. The ship had explosives amongst her cargo, and the ship blew up and ceased to exist as a ship, therefore it was clearly a case where the ship was lost within the meaning of section 158, and as a consequence the right of the seaman to wages was put an end to; that was irrespective as to their right to damages. It must not be overlooked that the claim of a seaman for damages was not taken away by the section at all. He was entitled to damages even though the ship was blown up. Mr. Justice Sutton had given the plaintiffs a sum of money for damages. That matter could not be reopened now. There was nothing to show that the sum awarded was not a fair sum, taking into account the fact that the men had been brought home. Therefore, it must be assumed that the plaintiffs were not entitled to wages after January 4, the date when the ship was destroyed. His Lordship did not desire to express any opinion as to the point that the wages were not paid to the seaman through the misconduct of the master, as it was not necessary to decide that point and it might arise for decision in another case. The appeal must, therefore, be allowed.

SUGAR KING'S DEATH.

A sum of £15,000.

Mr. Henry O. Havemeyer, president of the American Sugar Refining Company, which is better known as the Sugar Trust, and one of the richest men in the world, died at his country home, Merriville, near Commack, Long Island last month. While out pheasant shooting, he suddenly overcome with exhaustion, and, owing to his weakness succumbed at the age of 60 to what was really very acute attack of indigestion. He had left a fortune estimated at £15,000,000, and of this amount, it is stated, the authority of intimate friends, £750,000 goes towards educational and philanthropic enterprises. This announcement creates no surprise, because in recent years every great American multi-millionaire has made similar bequests, and in that way has done much to justify the existence of the multi-millionaire class in the presence of the violent onslaughts of Socialists and the labour party, and of legislative plans to curb what Mr. Roosevelt calls unhealthy wealth, or "swollen fortunes."

The taxation of incomes and big death duties are not part of the American fiscal system, but are urgently advocated by many people.

What Mr. J. D. Rockefeller is to oil, Mr. Carnegie is to steel, and Mr. Duke to tobacco, Mr. Havemeyer was to sugar. For two generations behind him the Havemeyers have been in the sugar business. His grandfather was engaged in sugar refining in Germany, and made a fortune. His father continued the business in Old Greenwich village, New York, and added greatly to the store of wealth.

It was said by a past-generation that Mr. Frederick Havemeyer, grandfather of the man who died yesterday, knew more about sugar than any other man in the world. In the course of time the same thing came to be said of Mr. Henry Havemeyer. He entered the business direct from school, and, beginning at the bottom, went through every detail of the industry. He created the Sugar Trust, and for the past fifteen years has been the dominating personality in that great industry. In fact, he was the Trust.

How much so has been amply illustrated during the brief period of his illness, when the securities of the Trust rose and fell in sympathy with those of Napoleon I. and his dynasty, and confirming as accurate the designations of two miniatures, the one representing Frederick William II., King of Prussia, the other the fine portrait of Prince August of Prussia, by Jean Baptiste Isabey. A thorough inspection of the armours followed. In this section of the collection, which is unique in England, the Emperor displayed close interest, for he is himself an ardent collector of old armour. The early helmets and the Italian and German sixteenth century armours called for many observations of the famous group of miniatures, the Emperor showing great interest in those of Napoleon I. and his dynasty, and confirming as accurate the designations of two miniatures, the one representing Frederick

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printers, Publishers, &c., should be addressed to Daily Press only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are no ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. or day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

NOTICE.

M. ALBERT W. LAMPERSKI has been authorized to sign the name of our Firm per procuratum from this Date.

MELCHERS & CO.

Hongkong, 1st January, 1908. 176

A LECTURE ON CHRISTIAN SCIENCE

BY FRANCIS J. FLUNO, M.D., C.S.D.
Member of the Christian Science Board of
Lecturehip.

AT THE THEATRE ROYAL

ON

THURSDAY, JANUARY 23RD, at 5.30 P.M.
Doors open at 5 P.M.

The Lecturer will be introduced by
Hon. Mr. H. E. POLLOCK, K.C.
All are cordially invited to attend.
Admission Free.

Hongkong, 10th January, 1908. 177

FOR SHANGHAI

THE P. & O. S. N. Co.'s Steamer
"DEVANHA," will leave for
Captain T. H. Hild, M.R.N., will leave for
Shanghai, TO-DAY, the 10th inst., at Noon.
For Freight or Passage, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 10th January, 1908. 178

FOR SINGAPORE AND PENANG.

THE Steamship
"LIGHTNING," Captain E. Fey, will be despatched for the above ports on TUESDAY, the 14th inst., at 3 P.M.
For Freight or Passage, apply to

DAVID SASOON & CO., LTD.

Agents.

Hongkong, 10th January, 1908. 178

"SHIRE" LINE OF STEAMERS

LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE,"

Will be despatched for the above Ports on or about FRIDAY, the 7th February.

For Freight and further Particulars, apply to

SHEWAN, TOMBS & CO.,

Agents.

Hongkong, 10th January, 1908. 179

NAVY & ITALIANA

(Floris and Embattie United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 15th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to re-ut.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,

Agents.

Hongkong, 8th January, 1908. 4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:-

From London, &c., ex ss. Baucis and

Macedonia.

From Calcutta, ex ss. Simla.

From Persian Gulf ex B. S. N. and

B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 9th January, 1908. [1]

NEW ADVERTISEMENT

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENOLENCH,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 9th January, 1908. [18]

INTIMATIONS

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

THE ANNUAL DANCE will be held at the CITY HALL TO-NIGHT, the 10th instant. Members who have not yet received Tickets may obtain same from the SECRETARY.

It is requested that lists of guests be forwarded as soon as possible.

Hongkong, 6th January, 1908. 154

VICTORIA CHAPTER No. 55, E.C.

A REGULAR CONVOCATION of VICTORIA CHAPTER will be held at the FREEMASONS' HALL TO-MORROW, the 11th inst., at 8.30 for 9 P.M. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 1st January, 1908. 128

HONGKONG CLUB.

NOTICE.

THE Business that has been hitherto carried on by the Undersigned, will henceforward be carried on under the style and name of J. L. MICHAEL & CO. The Partners in the Firm are myself and MR. S. H. MICHAEL.

J. R. MICHAEL.

Hongkong, 1st January, 1908. 128

WANTED

HONGKONG CLUB.

NOTICE.

THE Post of COMPTAIRE to the above Club, becomes vacant on the 31st March, 1908. Applications to fill the same will be received by the Undersigned up to the 31st January, 1908.

C. H. GRACE,

Secretary.

Hongkong, 9th January, 1908. 172

WANTED.

MESSAGIERES MARITIMES,

Quai des Building.

Hongkong, 8th January, 1908. 164

WANTED A COMPRADORE.

A Mercantile Firm require the Services of

A GOOD COMPRADORE.

A first class man with reasonable securities will be liberally dealt with. Address in confidence -

"COMPRADORE."

Cars of "Daily Press" Office.

Hongkong, 7th January, 1908. 160

WANTED ON THE UPPER LEVELS.

COMFORTABLE ROOM, with Bathroom and Boy's Quarters.

Apply to E. G.

Care of "Daily Press" Office.

Hongkong, 8th January, 1908. 153

INSTRUCTION IN THE JAPANESE LANGUAGE.

LESSONS given by an Experienced Teacher.

Apply - "A. E. HARA,"

34, Lyndhurst Terrace.

Hongkong, 4th January, 1908. 143

K. KWONG WOO.

JEWELLER, DEALER IN SILKS, &c.

No. 78, Queen's Road, Central.

BEGS to inform his Patrons and the General Public that owing to necessary extension of stock to meet increased business, he will REMOVE to his New and more spacious Premises at No. 66, QUEEN'S ROAD, CENTRAL, (seven doors East of his present premises) on 3rd January, 1908.

Hongkong, 1st January, 1908. 181

SWATOW DRAWN WORK COMPANY.

58, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL

Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.

Hongkong, 18th October, 1907. 1635

PRIVATE BOARD AND RESIDENCE

M. R. S. GILLIAND ESS

"CLAREMONT,"

2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1530

ON SALE.

THE DIRECTORY AND CHRONICLE

FOR 1907.

Complete Edition ... \$10.00

Small 6.00

Obtainable at the Hongkong Daily Press Office

and from the local Booksellers.

Hongkong, 9th January, 1908. [94]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (FRIDAY), the 10th January 1908, at 2.30 P.M., at No. 7, "The Haystack," The Peak.

THE WHOLE of THE HOUSEHOLD FURNITURE THEREIN CONTAINED,

Comprising - SILK TAPESTRY DRAWING ROOM SUITE, BLACKWOOD TEA TABLES and FLOWER STANDS, OVER-MANTELS, AMERICAN ROLL-TOP DESK, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with Bored Glass, GLASS, CROCKERY and E.P. WARE, BEAS- MOUNTED IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBES and BUREAU with Bevelled Glass, CHEST-OF- DRAWERS, &c., &c.

Also

ONE COTTAGE PIANO. Catalogues will be issued.

THE ACME

OF PERFECTION IN MANUFACTURE!

Reliable

Remarkably smooth motion.—Noiseless change of gear.
The most comfortable ● and the most tasteful
Design.**Adler**

TWO CYLINDER 4/8, 5/9 AND 8/14, H.P.

FOUR CYLINDER 8/15 H.P. UP TO 20/50 I.H.P.

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Catalogue.

Agents required where not represented.

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Frankfort-on-the-Main.

ABOUT 3,000 WORKMEN.

Automobiles, Motor Cycles, Cycles, and Typewriters.

Many of the highest distinctions at home and abroad; State Medal etc.

Milan GRAND PRIX 1906.



Automobiles

Limousine, Tonneaus, Landaus,
Landauette, Broughams, Motor
Cabs, Touring Cars, Delivery
Vans, etc.

MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

London, Nov. 29th.

THE GREAT SHOW QUESTION.

The aftermath of the Olympia Exhibition is a controversy which bids fair to occupy the columns of the motoring, and other papers, for some time to come. A "no-show" movement was started in the second week of the Show, and a petition asking the Society of Motor Manufacturers and Traders not to hold any Show next year was signed by a number of those who see no good in Shows that have been or are to come. The reasons advanced against the Show were, briefly, those stated in the concluding of my last letter. At a meeting of those interested held at Olympia, however, the general consensus of opinion was that these exhibitions are beneficial to the motoring industry, and the public, generally, and this view was upheld by a big voting majority. On this, the management of the Motor Show took immediate action, and booked Olympia for corresponding dates in 1910 and 1909, securing an option on the hall for 1910 and 1911. The Show is, thus, a certainty for the next two years at least. But this, of course, will not close the discussion. It will, probably, stimulate the controversial propensities of the leaders of the opposition. It is, nevertheless, a fact that orders at the Show are reported to have been fewer than last year; though it may be said, as against this, that it is not now necessary to place your orders so far in advance as was formerly the case, and that buyers, being aware of this, do not hurry in putting their orders through, preferring to take their time in making selections. Still, as regards the better known firms some of these did very well indeed. I was told, on good authority, that one British firm booked orders to the extent of nearly £500,000, representing some 1,900 cars of this firm's make.

CONCERNING THE CHEAP CAR.

A correspondent, whilst kind enough to appreciate my efforts to make these notes of interest to the motorist in the East, thinks better success might be achieved by devoting greater attention to the question of the "cheap" car. Well, this is precisely what I have, among other things, most in mind. The question, of course, is what is intended to be conveyed, in this connection, by the term "cheap." It is difficult to enthuse over the car costing less than, say, £200. Personally, I do not care much for such cars. I would much prefer a motor-bicycle, with side or fore car, a good tri-car, or "quad." The cheapest four-wheeled car on the market at present is the "O.T.A.V." of which the Junior Motor Car Company, of Jeremy Sir, W., are the agents. This is 5½ h.p. single-cylinder, two-seater, with hood, and wire wheels, capable of doing 25 to 30 miles per hour on the level, 3 steps forward, no reverse, petrol consumption (roughly) one gallon to 40 miles. Price 95 guineas. The "O.T.A.V." is a very handy little run-about for anyone who merely needs a small car to get round town, the plantations, or from bungalow to office and back. The "O.T.A.V." also, is very simple in construction, and is pretty good at hills.

EDISON BLUFF.

There is, however, going to be no such cheapness as has been hinted at in some of the papers, following upon the use of the "new" Edison storage battery, when we shall get a first-class electric brougham of practically unlimited horse-power, at a couple of hundred pounds or so. This accumulator—or whatever it is, reports differ—is stated to have solved the problem of providing an almost infinitely great power at an almost infinitely small cost. Does it need to be said that most of these reports are mere "bunkum"? The battery in question is that invented a few years back, and it has not produced the results anticipated. So far as any real information goes, there is no evidence whatever that it has done, or is going to do, any of the wonderful things attributed to it by the sensational press.

THE PARIS SALON EXHIBITION.

The great event in the motor world following upon Olympia, is the Paris Salon Exhibition. A good deal of information, "forecast," and other, is to hand, from which it is possible to gather a fair idea as to the conditions there. The attendance is said to have, so far, been larger than the previous year, and what has been said of Olympia may apply, almost in the same terms, to the Salon. The small cars, and voitures, in which some readers seem to be chiefly interested are very prevalent. Several are priced at about £100.—the Passo-Parton for instance. But, after all is said to the credit of the voiturette, it is impossible to be quite sure of sound construction and material at such low prices. If there is a growing public demand for cheap cars, much more care will have to be taken in their construction and design than is the case now.

TOWARDS UNIFORMITY.

There is the same general tendency towards uniformity in design. The larger firms do not depart much from what have come to be considered as now uniform practice, and, if, as some still have it, standardisation is as far off as ever, nevertheless the same well-tried principles are adhered to more and more. Live-axle drive continues to rise in favour, but the adoption of the oil-bath chain cover tends to give the chain-drive a new lease of life. This principle is to all intents and purposes the same as that of the oil-bath gear case for bicycles, and its advantages are too obvious to need enlarging upon. As regards sales, there is a falling-off in the matter of big priced vehicles, and a larger demand for an average of 15-20 h.p.

NON-SKIDS.

An excellent catalogue has been issued by the Valibus Non-Skid Motor Tyre Company, of 190 Victoria-street, Westminster. The Valibus Company's specialities are their unpuncturable leather non-skids, vulcanised to the tyre by cold process, and detachable non-skids which are

easily fitted to, or detached from, either new or worn tyres. The Valibus horn and attachment by means of which the rubber bulb,—always a nuisance in hotspots,—is dispensed with. This is a useful device and will not easily get out of order. It is one of the best I have seen for strength, simplicity and smartness of appearance.

BLASTERS.

The Blasters filling has, evidently, come to stay, and good things continue to be said of it on every hand. The Dunlop Pneumatic Tyre Co., Ltd. have undertaken the selling agency in the United Kingdom. The new movable flange rim introduced by the Blasters Company, has now made it possible for us in any tyres which are in fairly good condition. The ability to fit used tyres should divert a lot of new business to the Company.

SOME NOTEWORTHY SALES.

A noteworthy sale at Olympia was a 28 h.p. 6 cyl. Landauette car to H.H. the Jam Sahib of Nawangar (Prince Ranjitsinghi), who visited the Show. Incidentally, he purchased three or four other cars for his suite. Other Eastern orders are a 25 h.p. seven-seated Daimler car for the Rajah of Muhol through the Bombay Motor Co., Ltd., and a 16 h.p. F.I.A.T. landauette delivered to the Mahajah of Mysore.

PORT ARTHUR COURT-MARTIAL.

The court-martial on Generals Stössel, Fries Rock, and Smirnoff, in connection with the defense and surrender of Port Arthur, opened in the vast hall of the Army and Navy Club, which was crowded with officers. General Stössel appeared in uniform, wearing the St. George's Order. The other prisoners were in uniform.

The Court consists of nine officers under the presidency of General Dikmansoff. General Gurkay appears as prosecutor on behalf of the Crown.

The Court sat behind a long table beneath the Tsar's portrait, the prisoners being seated on their right. General Stössel being nearest the judges. General Stössel's senior counsel is M. Sirlasoff, a member of the Duma. There are 150 witnesses, all of whom took part in the war, including Generals Kuropatkin, Wirth, and Grigorovitch and numerous other generals and admirals, who occupied two rows of chairs. General Nadein, who is ill, was one of the few absentees. Admiral Bireloff, Minister of Marine, was also present in court when the indictment was read.

In opening the proceedings, General Dikmansoff, the presiding, said: "The Court has before it charges of illegal conduct on the part of the chief officers at Port Arthur, conduct which led to the capitulation dishonorable to a brave garrison and humiliating to Russia."

The reading of the indictment lasted four hours, and did not finish till next day.

During the longest interval, General Kuropatkin conversed in an animated manner with General Smirnoff. General Stössel was surrounded by military friends.

The most dramatic moment of the day was when the witnesses walked in, conjuring up, as they did, a picture of the conflicts and differences between the leading personalities in Port Arthur during the final stages of the siege.

The fact that General Biderling is one of the judges, and General Kuropatkin one of the witnesses, whilst General Reussenkampf was among the public, accentuates the significance of one of the most remarkable trials in the annals of the army.

THE HUMAN MACHINE.

HOW IT GETS OUT OF ORDER, AND HOW IT MAY BE PUT RIGHT
BY MOTHER SEIGEL'S SYRUP.

In the finely-fitted mechanism of the human body each process is so dependent on the next, that when one fails your whole system is affected. And the most important process of all, the foundation of health, the very ground-work of life itself, is digestion. When this fails nourishment fails, and naturally you become weak and ailing. Your liver breaks down in sympathy with your stomach, and the horrors of biliousness seize you. Then your bowels become constipated for want of the natural laxative which the liver should supply and arising from these three causes—indigestion, biliousness and constipation—poison your blood and ruin your health. Mother Seigel's Syrup cures or cures indigestion by strengthening your stomach, liver and bowels and restoring them to perfect efficiency.

Here is an example. Mrs. Jane Davis 39, Herbert Street, Harraby, Carlisle, writing first on April 17th, 1908, says:

"I used to think till I was utterly worn out. I had pains in my stomach even after the vomiting, and fearful headaches. I could eat nothing, and had no rest night or day, though worn out with fatigue. But Mother Seigel's Syrup cured me."

Again, on May 6th of the current year, Mrs. Davis writes: "It is four years now since Mother Seigel's Syrup cured me, and I am still well and strong. I have never suffered since."

Mother Seigel's Syrup cures Indigestion, Biliousness, Constipation, Headache, Wind, and all the other ills that arise from a disordered state of the digestive system.

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets.

PRICE 2/- ONE SIZE ONLY. 67-2

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Toton Maru* (Bombay Line) left Moji for this port on the 8th inst., and is expected here on the 13th inst.

The N.Y.K. str. *Kagoshima Maru*, left Singapore for this port on the 8th inst., and is expected here on the 15th inst.

The Indo-China str. *Kumsung* left Calcutta for this port via the Straits on the 7th instant, and may be expected here on or about 23rd inst.

Established for over FIFTY YEARS.

Clubs largely throughout Southern China Indo-China etc.

Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong; 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

INTIMATIONS

S. MOUTRIE & CO. LTD.

THE ORCHESTRELLE CO.'S

NEW MODEL

"AERIOLA"

PIANO-PLAYERS

RETURNED AFTER A FEW MONTHS

ON HIKE

REDUCED TO \$3 50.

A MARVEL OF MECHANICAL GENIUS
AND THE MOST PERFECT INSTRUMENT
ON THE MARKET.

A WRITTEN GUARANTEE GIVEN
WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO. LTD.,
York Building, Chater Road.
Hongkong, 13th November, 1907. 3-1

"The Salt of Salts"
Abbey's
Effer-
vescent Salt

Do you get up with a "born-tired" feeling mornings? bad taste in your mouth? dull headache? wobbling stomach? Unpleasant but familiar, isn't it?

It is proof that you need Abbey's Salt, the stomach regulator, and need it badly.

A dose of Abbey's Salt before breakfast will quickly drive these ill feelings away and set you right within an hour.

Sold in two sizes by all Chemists and Stores, and by Walkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Saline Co., Ltd., 44, Queen Victoria Street, London, E.C.

3352.

REVIVES THE ZEST OF LIFE.

When the doctor cheerfully observes "You now only to hurry up and get back your strength," he feels that you are at last on a safe road. When Hall's Coca Wine is suggested as a help, you find it a bit different from the tiresome, evil-tasting drags—delightful, palatable beverage that soon revives all the sparkle and zest of life. Hall's Coca Wine is a marvellous restorative—with it at hand the uncertainty of convalescence disappears, for health and robust strength soon return.

60-5

BETTER THAN COPAIBA!!
MATICO
GRIMAULT & CO. CHEMISTS, PARIS

Renowned physicians prescribe Grimault Matico in many cases of disease, especially in India, in the treatment of Acute and Chronic Diseases. The Capsules, unlike Copai, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent

MATICO CAPSULES in the mucroscopicases

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG.

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 33 Years

From 1874 to 1906.

Price: \$2 Cash. On sale at the "DAILY PRESS" Office or Local Booksellers.

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan

Road, Hongkong, (next to the Metropole Hotel).

The property contains by measurement

103,500 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to

GOLDRING & BARLOW, Solicitors.

10, Queen's Road Central.

Hongkong, 12th September 1907.

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ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG.

For Demand Drafts on London on the day of or preceding the departure of the English

Mail; also Table of the Yearly

Approximate Averages for 33 Years

From 1874 to 1906.

Price: \$2 Cash. On sale at the "DAILY

PRESS" Office or Local Booksellers.

SHIPPING:

ARRIVALS:

BENCLUECH, British str., 2,670, G. McMillan, 9th January—Singapore 2nd Jan., General Gibb, Livingston & Co.
DELHI, British str., 4,723, J. D. Andrews, E.N.R., 9th January—Shanghai 7th Jan., General P. & O. S. N. Co.
DEVANIA, British str., 4,765, T. W. Hide, E.N.E., 9th January—Bombay 23rd Dec., and Singapore 14th January, Mails & General P. & O. S. N. Co.
HAJIAN, French str., 377, Anderson, 9th Jan., Pahki & Hoilow, 7th January, General A. R. Marti.
KAWACHI MARU, Japanese str., 3,782, H. Itohara, 9th Jan.—Singapore 3rd Jan., General—Nippon Yasan Kaisha.
KOJER, American str., 5,651, Samuel Sandberg, 9th Jan.—San Francisco 10th Dec., via Japan Ports and Shanghai 7th Jan., Mails and General—Pacific Mail Steamship Co.
LISHENG, British str., 1,948, Wright, 9th January—Chefoo and Weihaiwei 3rd Jan., General—Jardine Matheson & Co.
LINAN, British str., 9th January—Canton, PETCHABURI, German str., 2,190, E. Wolff, 9th January—Bangkok 24th Jan., Rice and Sale—Butterfield & Swire.
POLYHIMUS, British str., 3,061, J. Chimes, 9th January—Singapore 2nd Jan., General—Butterfield & Swire.
WINGSAK, British str., 1,517, Walker, 8th January—Wuhsia and Chinkiang 4th Jan., General—Jardine Matheson & Co.

CLEARANCES:

AT THE HARBOUR MASTER'S OFFICE
9th January.

Nippon Maru, Japanese str., for Moji.
Glenarion, British str., for Haiphong.
Hinaria, British str., for Takao.
South Maru, Japanese str., for Swatow.
Wingpany, British str., for Canton.

DEPARTURES:

9th January.
CEYLON MARU, Japanese str., for Singapore.
FEICHING, Chinese str., for Shanghai.
CHIUMANIA, German str., for Manila.
HANOI, French str., for Haiphong.
HEINCHANG, Chinese str., for Canton.
J. DIEDERICHSSEN, German str., for Hoilow.
KWONGBALI, British str., for Canton.
PHUMIPEN, British str., for Saigon.
PONGTORO, German str., for Bangkok.
SCANDIA, German str., for Singapore.
SINGAN, British str., for Hoilow.

VESSELS IN DOCK:

January 9th.
ARMEDEN DOCKS—Lightning,
KOWLOON DOCK—Neil Macleod, Kueichow,
Locos, Yingko, Hercules, Mercedes, Locust,
Metropolitan DOCKS—Pocan, Honam.

CHINA & MANILA STEAMSHIP COMPANY, LTD.

A CARNIVAL

TO BE HELD
in MANILA under Government auspices
during the week preceding
3RD FEBRUARY, 1908.

A number of Hongkong residents
have decided to despatch our Steamer
"RUBI" on FRIDAY, 31st instant, in
the evening instead of at NOON on
SATURDAY. The Steamer will therefore
reach Manila early on MONDAY morning,
and in order that the full week's festivities
may be enjoyed we shall not despatch the
steamer from Manila until SUNDAY
morning, 9th February, at Daylight. Steamer
will reach Hongkong again on the afternoon
of TUESDAY, 11th February.

We have arranged a special fare for this
round trip of \$30, and we shall allow passengers
to remain on board during the stay in Manila
for \$10 per day inclusive. We trust to secure
sufficient passengers to justify our having
offered this inducement.

For further particulars apply to the
Undersigned.

SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 13th December, 1907.

VESSELS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship
"HAICHING,"

Capt. A. E. Hodges, will be despatched for the
above Ports TO-DAY the 10th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS, LAPRAK & CO.,
General Managers,
Hongkong, 7th January, 1908.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO:
SHANGHAI, YOKOHAMA AND KOBE

THE Company's Steamship
"AUSTRIA,"

Capt. Gillibert, will leave for the above
Places on or about SATURDAY, the 18th inst.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Prince's Building,

Hongkong, 9th January, 1908.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
CALLAO AND IQUIQUE, VIA JAPAN
PORTS (Kurata, Kobe and Yokohama.)
With Liberty to call at Honolulu and
Salina Cruz.

Steamers
"KASATO MARU"..... 6,100
Tons
March 1908.

Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with Steamers of the
Pacific S. N. Co.

K. MATSUDA, Manager,
York Building,

Hongkong, 27th December, 1907.

10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "l" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "n," together with the number denoting the section.

SECTIONS:

1. From Green Island to the Harbour Master's
2. From Harbour Master's Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	FLAG & BIG	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit str.	—	J. D. Andrews, E.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP.	NILE	Brit str.	—	E. P. Martin	P. & O. S. N. Co.	About 15th inst.
LONDON, ANTWERP & HAMBURG	FLINTHIBRE	Brit str.	k. w.	Malchow	HAMBURG-AMERIKA LINIE	About 17th inst.
ANTWERP, ROTTERDAM & HAMBURG VIA STRAITS, & MARSEILLES &c. via PORTS OF CALL.	DORTMUND	Ger str.	—	Aillaud	MESSAGERIES MARITIMES	On 21st inst., at 1 P.M.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c.	SALAZIE	Fren str.	—	Filler	HAMBURG-AMERIKA LINIE	On 30th inst.
MARSEILLES, HAVRE & COPENHAGEN	HABSBURG	Ger str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	Middle of January.
ROTTERDAM & HAMBURG via STRAITS, &c.	C. FRED. LAEISZ	Ger str.	—	Deinet	HAMBURG-AMERIKA LINIE	On 4th February.
HAVRE & BREMEN & HAMBURG &c.	AGANORIA	Ger str.	k. w.	Valois	HAMBURG-AMERIKA LINIE	On 13th inst.
HAVRE & HAMBURG via STRAITS, &c.	VANDALIA	Ger str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 15th inst., at Noon.
NAPLES, GENOA, ALGERIA, GIBRALTAR &c.	P. E. FRIEDRICH	Aus str.	—	E. Malchow	MELCHERS & CO.	About 16th inst.
TRISTE, &c. via SINGAPORE, &c.	NIPPON	Aus str.	—	Sander, Wielker & Co.	SHEWAN TOMES & CO.	On 14th inst.
NEW YORK via PORTS & SUITS, &c.	INDRAPURA	Am str.	—	Standard Oil Co.	DODWELL & CO., LTD.	On 20th inst.
NEW YORK via POETS & SUEZ CANAL	EBROLL	Brit str.	—	DODWELL & CO., LTD.	ARNOULD KARBERG & CO.	On 8th February.
NEW YORK & NEW YORK	SHIMOSA	Brit str.	—	Canadian Pacific R. Co.	CANADIAN PACIFIC R. CO.	About 25th inst.
BALTIMORE & NEW YORK	JESERIC	Am str.	—	Canadian Pacific R. Co.	ARNOULD KARBERG & CO.	On 16th inst., at 4 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit str.	2 m.	Canadian Pacific R. Co.	ARNOULD KARBERG & CO.	On 29th inst., at Noon.
MONTEGO BAY	MONTEAGLE	Brit str.	1 m.	Cowley	ARNOULD KARBERG & CO.	On 28th inst.
KUMERIC	AMERIKANER	Am str.	—	D. Morris	TOTO KISEN KAISHA	Sometime in March.
KASATO MARU	KASATO MARU	Jap str.	—	P. T. Heins	GIB, LIVINGSTON & CO.	On 25th inst., at Noon.
EMPIRE	EMPIRE	Brit str.	—	W. von Sonnen	MELCHERS & CO.	On 30th inst., at Noon.
PRINZ WALDEMAR	PRINZ WALDEMAR	Ger str.	—	W. B. Brown	OSAKA SHOSEN KAISHA	On 1st Feb., at 4 P.M.
CHINGTUO	CHINGTUO	Brit str.	1 m.	BUTTERFIELD & SWINE	BUTTERFIELD & SWINE	On 13th inst., at 4 P.M.
TJILIWONG	TJILIWONG	Brit str.	1 m.	BUTTERFIELD & SWINE	JAVA-CHINA-JAPAN LINEN	To-day, at 4 P.M.
HANGCHOW	HANGCHOW	Brit str.	1 m.	BUTTERFIELD & SWINE	JAVA-CHINA-JAPAN LINEN	To-day, at 8 A.M.
YUNNAN	YUNNAN	Brit str.	1 m.	T. H. Hide, E.N.R.	OSAKA SHOSEN KAISHA	To-morrow, at 4 P.M.
SOSHU MARU	SOSHU MARU	Jan str.	—	P. & O. S. N. Co.	JARDINE, MATHERSON & CO., LTD.	On 15th inst., at D'light
DEWANHA	DEWANHA	Brit str.	—	S. M. Reynolds	JARDINE, MATHERSON & CO., LTD.	On 13th inst., at 4 P.M.
KWONGSAMO	KWONGSAMO	Brit str.	—	P. Grosch	MELCHERS & CO.	On 14th inst.
TIMOGANG	TIMOGANG	Brit str.	—	F. Northcombe	BUTTERFIELD & SWINE	On 16th inst., at 4 P.M.
LIDHUNG	LIDHUNG	Brit str.	1 m.	Gillhouse	HAMBURG-AMERIKA LINIE	About 18th inst.
CHANGCHOW	CHANGCHOW	Brit str.	1 m.	M. B. Lake	BUTTERFIELD & SWINE	On 21st inst., at 4 P.M.
SAXONIA	SAXONIA	Brit str.	k. w.	H. A. Hards	TOMO & KISEN KAISHA	On 13th inst.
SHAOHSING	SHAOHSING	Brit str.	—	A. E. Hollings	Douglas LaFrance & Co.	On 14th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit str.	1 m.	H. S. Smith	OSAKA SHOSEN KAISHA	On 12th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit str.	—	BUTTERFIELD & SWINE	BUTTERFIELD & SWINE	On 12th inst., at D'light
SHANGHAI	SHANGHAI	Brit str.	—	Spink	BUTTERFIELD & SWINE	On 13th inst., at 4 P.M.
SIKIANO	SIKIANO	Brit str.	—	F. Fraser	JARDINE, MATHERSON & CO., LTD.	To-morrow.
PETRONIA	PETRONIA	Brit str.	1 m.	A. Sommerville	SHEWAN TOMES & CO.	On 14th inst., at 4 P.M.
YOCHOW	YOCHOW	Brit str.	—	S. J. Payne	BUTTERFIELD & SWINE	On 17th inst.
AUSTRIA	AUSTRIA	Aus str.	—	R. Almond	JARDINE, MATHERSON & CO., LTD.	On 21st inst., at 4 P.M.
MONTEAGLE	MONTEAGLE	Brit str.	—	A. W. Outerbridge	BUTTERFIELD & SWINE	On 18th inst., at 4 P.M.
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Brit str.	—	G. H. Pennefather	BUTTERFIELD & SWINE	On 19th inst.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit str.	—	F. Mathias	MELCHERS & CO.	On 21st inst., at 4 P.M.
EMPEROR OF INDIA	EMPEROR OF INDIA	Brit str.	—	F. Sembill	CARLOWITZ & CO.	Middle of January.
"MONTEAGLE"	"MONTEAGLE"	Brit str.	—	Cox	JARDINE, MATHERSON & CO., LTD.	On 13th inst., at Noon.
"MONTEAGLE"	"MONTEAGLE"	Brit str.	—	E. Fay	DAVID SASSON & CO., LTD.	To-morrow, at 3 P.M.
"MONTEAGLE"	"MONTEAGLE"	Brit str.	—	W. E. Sawyer	JARDINE, MATHERSON & CO., LTD.	On 28th inst., at 3 P.M.
"MONTEAGLE"	"MONTEAGLE"	Brit str.	—	H. Koops	JAVA-CHINA-JAPAN LINEN	Quick despatch.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AEGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain J. D. Andrews, E.N.E. carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 11th January at NOON, taking passengers and cargo for the above ports in connection with the Company's steamer "MONGOLIA," 9,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London &c. will be conveyed from Bombay by the R.M.S. "EGYPT," due in London on 22nd February,

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA.....	Noon, 10th Jan.	Freight, and Capt. T. H. Hide, E.N.E.
LONDON via USUAL PORTS	DELHI.....	Noon, 11th Jan.	See Special OF CALL. Capt. J. D. Andrews, E.N.E.
LONDON and ANTWERP	(NILE).....	About 16th Jan.	Freight and Capt. E. P. Martin, E.N.E.
For further Particulars, apply to			E. A. HEWETT, Superintendent.

Hongkong, 10th January, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YUNNAN"	On 10th Jan, 4 p.m.
AMOY & SHANGHAI	"KWEILIN"	On 11th Jan, 4 p.m.
SAIGON	"KANCHOW"	On 12th Jan, D'light
HOKHOW and HAIPHONG	"HUEPH"	On 12th Jan, D'light
TSINGTAU and CHEFOO	"HANGCHOW"	On 13th Jan, 4 p.m.
SHANGHAI	"CHANGCHOW"	On 13th Jan, 4 p.m.
SHANGHAI	"LINAN"	On 14th Jan, 4 p.m.
SHANGHAI	"SHAOHSING"	On 14th Jan, 4 p.m.
MANILA	"TEAN"	On 15th Jan, 4 p.m.
CEBU and ILOILO	"SUNGKIANG"	On 15th Jan, 4 p.m.
SHANGHAI	"YOCHOW"	On 16th Jan, 4 p.m.
MANILA	"TAMING"	On 21st Jan, 4 p.m.
CEBU and ILOILO	"KAIFONG"	On 21st Jan, 4 p.m.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 1st Feb., 4 p.m.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to	BUTTERFIELD & SWIRE, AGENTS.	11

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.		
DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, and COPENHAGEN	"SIAM"	Middle of January.
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 16th January.
For Further Particulars, apply to	MELCHERS & CO., AGENTS.	6

**NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH"	Wednesday 15th Jan, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ HEINRICH"	About Wednesday, 15th January.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 30th Jan, at Noon.
KUDAT and SANDAKAN	"BOONEO"	Middle of January.

**NORDDEUTSCHER LLOYD,
MELCHERS & CO.**
GENERAL AGENTS, HONGKONG & CHINA. 5

OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE CO.'S S.S. LEAVING

+ SHANGHAI via SWATOW, "SOSHU MARU" Friday, 10th Jan., at 8 A.M.

* TAMSWI via SWATOW, "JOSHIN MARU" SUNDAY, 12th Jan., at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon, Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 9th January, 1908.

T. ARIMA, Manager. 13

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIKINI	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAPAN	First half of Feb.	JAVA PORTS	First half of Feb.
TJULATJAP.	JAPAN	First half of Feb.	JAVA PORTS	First half of Feb.
TJILIWONG.	JAVA	Second half of Feb.	JAPAN	Second half of Feb.
TJIPANAS...	JAVA		JAPAN	

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

A. HEWETT,
Superintendent.

Hongkong, 7th January, 1908.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

NATAL LINE OF STEAMERS

THE Undesignated GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STREAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight For Freight and further particulars, apply to

DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1908.

SHIPPING IN PORT.

STEAMERS.

ARIAKE MARU, Japanese str., 2,057, T. Ota, 5th January—Moji 30th December, Coal—Mitsui Bussan Kaisha.

ABRAHAM APFAR, British str., 2,931, A. Stewart, 7th January—Yokohama, Kobe and Moji 3rd January, General—David Sasson & Co.

BOHNO, German str., 2,850, F. Sembill, 6th Jan.—Sandakan 29th Dec., Timber and General—Melchers & Co.

BOURTON, French str., 907, Le Ball, 27th Dec.—Seign 22nd Dec., General—Chiuose.

CAPRI, Italian str., 2,690, Podone Domenio, 7th January—Bombay 30th Dec., General—Carlowitz & Co.

CHANGCHOW, British str., 1,203, H. E. Walker, 1st January—Caihking 28th December, General—Butterfield & Swire.

CHABILAN, British str., 2,592, W. G. Thomas, 27th December—Barry 29th Nov., Coal—Naval Store Officer.

CHENGMAI, German str., 1,080, A. Schmatz, 8th January—Bangkok, Ilico—Butterfield & Swire.

CHUNSHAN, British str., 1,417, Meyrick, 20th December—Kuratsu 14th December, Coal—Jardine, Matheson & Co.

DAGNY, Norwegian str., 883, O. Abrahamsen, 22nd December—Haiphong 18th Dec., Rice—Aagaard, Thoresen & Co.

EMPEROR OF INDIA, British str., 3,032, E. Bestham, 16th Dec.—Vancouver 29th Nov., and Shanghai 13th Dec., Maids & General—C. P. K. Co.

FAUSANG, British str., 1,410, H. S. Malkin, 13th Dec.—Shanghai Dec., 8th, via Swatow 12th, General—Jardine, Matheson & Co.

FUKURA MARU, Japanese str., 1,946, H. Sakamoto, 5th January—Moji 1st Dec., Coal—Mitsui Bishi Goshi Kaisha.

GANGS, British str., 2,721, S. A. Page, 22nd December—Barry Deck 31st Oct., Coal—Admiralty.

GLENAYON, British str., 2,728, Woldendorf, 7th January—Shanghai 5th January, General—McGregor Bros. & Gw.

HATCHING, British str., 1,267, A. E. Hodding, 8th Jan.—Fochow 5th Jan., Amoy 8th, & Swatow 7th, General—Douglas, Lapraik & Co.

HANGCHOW, British str., 999, Mawley, 7th Jan.—Chinkiang 2nd Jan., General—Butterfield & Swire.

HINSHAN, British str., 1,536, A. G. Smith, 7th December—Chefoo 1st December, General—Jardine, Matheson & Co.

HOPSANG, British str., 1,356, Jas. M. Hay, 7th January—Swatow 6th January, General—Jardine, Matheson & Co.

HSINCHANG, Chinese str., 1,253, J. Whitelaw, 8th January—Chefoo 3rd Jan., General—Chinese.

HUFEE, British str., 1,205, G. J. Spink, 8th January—Haiphong and Hojow 6th Jan., Rice and General—Butterfield & Swire.

INDIA, British str., 1,370, Hards, 3rd Jan.—Chinkiang 30th Dec., General—Butterfield & Swire.

KWELING, British str., 1,428, W. Palmer-Baker, 8th Jan.—Shanghai Jan, 4th, via Swatow 7th, General, Sheep, Goats and Ponies—Jardine, Matheson & Co.

LIGHTNING, British str., 2,122, E. Fay, 21st December—Calcutta and Singapore 14th Genaral—David Sassoon & Co.

LINAN, British str., 1,352, Williams, 6th Jan.—Shanghai 3rd Jan., General—Butterfield & Swire.

LOCKSON, German str., 1,637, W. Taubert, 31st December—Bangkok 17th December, Rice—Butterfield & Swire.

LOO SOK, German str., 1,020, C. Schultzen, 24th December—Bangkok 18th December, Rice and Wood—Butterfield & Swire.

MINNESOTA, American str., 13,323, Charles E. Austin, 3rd January—Seattle via Shanghai 31st Dec., General—Nipp-Yusen Kaisha.

NANGSHAN, British str., 1,265, Alan Jones, 9th December—Singapore 24th Dec.,—Rice and General—Bradley & Co.

JOHNSON MARU, Japanese str., 702, H. S. Smith, 8th January—Tamsui via Amoy & Swatow 7th Jan., General—Osaka Shosen Kaisha.

KANCHOW, British str., 1,217, Methrod, 5th January—Hongay 5th January, Coal—Butterfield & Swire.

KUEICHOW, British str., 1,215, Hooker, 22nd December—Wuhu & Chinkiang 18th Dec., Rice—Butterfield & Swire.

KWELIN, British str., 1,070, Hards, 3rd Jan.—Chinkiang 30th Dec., General—Butterfield & Swire.

KWONGSHING, British str., 1,428, W. Palmer-Baker, 8th Jan.—Shanghai Jan, 4th, via Swatow 7th, General, Sheep, Goats and Ponies—Jardine, Matheson & Co.

LIGHTNING, British str., 2,122, E. Fay, 21st December—Calcutta and Singapore 14th Genaral—David Sassoon & Co.

LINAN, British str., 1,352, Williams, 6th Jan.—Shanghai 3rd Jan., General—Butterfield & Swire.

POST OFFICE NOTICE

International Reply Coupons may now be exchanged with British East Africa, and Uganda
British Honduras, British Somaliland and Newfoundland.

A Post Office has now been established at Tai Po, New Territories. Rate of Postage for
Letters 2 cents per 1 oz. A mail will be made up daily at 4 p.m.

FOR

PER

DATE

Swatow, Amoy, Foochow and Shanghai	Friday, 10th, 8.00 A.M.
Hatching	Friday, 10th, 9.00 A.M.
Dezhou	Friday, 10th, 11.00 A.M.
Sui Tai	Friday, 10th, 2.00 P.M.
Bendough	Friday, 10th, 3.00 P.M.
Tinggang	Friday, 10th, 3.00 P.M.
Yunhan	Friday, 10th, 4.00 P.M.
Bourbon	Friday, 10th, 4.00 P.M.
Quarta	Friday, 10th, 5.00 P.M.
Harlan	Friday, 10th, 5.00 P.M.
Nanhai	Friday, 10th, 5.00 P.M.
Karakchi Mary	Friday, 10th, 5.00 P.M.
Manila	Saturday, 11th, 10.00 A.M.
Europe &c. India via Tuckoo	Saturday, 11th, 11.00 A.M.
(Rate Letters 11.30 A.M. to noon Extra Postage 10 cents)	(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	The Parcel mail will be closed to-day, at 5 p.m.
Macao	Saturday, 11th, NOON.
Singapore and Siam	Saturday, 11th, NOON.
Beppoo	Saturday, 11th, 2.00 P.M.
Shanghai	Saturday, 11th, 3.00 P.M.
Amoy and Shangha	Saturday, 11th, 3.00 P.M.
Hoichow and Huphong	Saturday, 11th, 3.00 P.M.
Saigon	Saturday, 11th, 5.00 P.M.
Swatow, Amoy and Tamsui	Sunday, 12th, 8.00 A.M.
Singapore, Penang and Bombay	Monday, 13th, NOON.

"LOTUS" BRAND MOKHA COFFEE

IS UNEQUALLED FOR

HIGH QUALITY, EXQUISITE
FLAVOUR AND ECONOMY IN USE.

THIS COFFEE has been roasted by the "UNO" Gas Machine—a machine of
the 20th Century, which produces a Coffee that is worth drinking. Its strong
point is its STRENGTH. Great care is exercised in the selection of beans, from
Mokha and the manner in which they are ground, on the latest and most scientific
FRENCH PRINCIPLES.

Obtainable at all the Grocers.

H. RUTTONJEE & SON.
5, DAGUILAR STREET, HONGKONG.
45, ELGIN ROAD, KOWLOON.

33

FOR PROTECTION
of the bottoms of Carge-Boats, Dredgers, Lighters, Junks
of Flots, Wharf and Dock-Timbers, i.e. of any kind of
Woodwork temporarily or permanently submerged in Sea
Water; as well as for Protection of all exposed Woodwork

US ONLY

KENNONS' TEREDO-PROOF
AND
WOOD-ARMOR PAINT

a peerless Wood Preservative and insoluble Paint, gives in Sea-Water ABSOLUTE
PROTECTION against the "Teredo," and all other Marine-Forb-Worms; will make
Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied
by ordinary unskilled labour.

For prices and further information apply to

GEBRUDER ROESE, (Roese Brothers) Swatow.
General Agents for the Far East.

157

TO-DAY.

Sale, Household Furniture, at No. 7, "the
Haystack," the Peak, Messrs. Hughes & Hough
2.30 p.m.

TO-MORROW.

Regular Convocation of Victoria Chapter,
Freemasons' Hall, 8.30 for 9 p.m.

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. str. *Monteagle* arrived Shanghai
at 6.30 a.m. on Monday, the 6th inst., and leaves
again at noon same day for Hongkong where
she is due to arrive Saturday, to-day.

The C.P.R. str. *Empress of Japan* left
Vancouver p.m. on Tuesday, the 24th ult. for
Hongkong via the usual ports of call.

THE INDIA MAIL.

The I.G.M. str. *Prinz Waldegrave* left Sydney
on Wednesday, the 18th ult. at 10 a.m., and
may be expected here to-day.

The Indo-China str. *Nansing* left Calcutta
for this port via the Straits on the 31st ult., and
may be expected here on or about the 16th inst.

THE GERMAN MAIL.

The I.G.M. str. *F. E. Friedrich* left Kobe
via Nagasaki and Shanghai on Sunday, the 5th
inst., and may be expected here on or about
Tuesday, the 14th inst.

The I.G.M. str. *Prinz Heinrich* carrying the
German Mails with dates from Berlin of the
17th ult., left Colombo on Saturday, the 14th
inst. p.m., and may be expected here on or about
Wednesday, the 15th inst.

THE AMERICAN MAIL.

The O. & O. str. *Persia* from Portland via
Japan ports, will be due to arrive in this port
on the 12th inst.

The T.K.K. str. *America Maru* sailed from
Yokohama on the 5th inst., and will be due
here on the 13th inst.

MERCHANT STEAMERS.

The N.Y.K. str. *Wakumyo Maru* (Bombay
Line) left Singapore for this port on the 31st
ult., and is expected here to-day.

The C.N.S. str. *Shikohsing* left Shanghai
for this port on the 6th inst., and is expected
here to-day.

The Barber Line str. *Wray Castle* left Singa-
pore on the 4th inst., and may be expected here
to-morrow afternoon.

The H.A.I. str. *Siwang* left Bangkok on 5th
inst., and may be expected here on 12th inst.

The J.C.J. Lijn str. *Tjinkin* left Amoy via
Amoy for this port on the 6th inst., and may be
expected here on or about the 13th inst.

PASSENGERS ARRIVED.

Per *Kawachi Maru*, from Singapore, Mr and
Mrs W. Clayton, Mr. and Mrs. Feliciano, Miss
Watkins, Messrs. McMorland, G. Beasley, H.
Trowbridge, E. Brown, E. Caby, and A. Gow.
Per *Dorana*, from Bombay, Mr. and Mrs.
Burke, Mr. and Mrs. Jupp, Rev. and Mrs.
Thornton and 3 children, Mrs. and Miss Robert-
son and family, Mrs. Morgan, Mrs. Scatfield, Mrs.
Brooks, Mrs. Sago, Misses Campbell and Terence
Lieut. G. & Beckwith, Sergt. O. Sullivan,
Messrs. W. M. Pailane, W. Benson, Russell,
W. R. Billingham, A. Scott, W. Monk, E. G.
Richard, R. W. Morris, A. L. Loith, H. M.
Morris, A. B. Smith, Habberfield, C. C. Barlow,
B. Walker, Wellman, H. J. C. Hill, J. O.
Covington, and W. G. Blackwell.

Per *Lehi*, for Hongkong, from Kots, Mr. K.
Van Zuylen; from Shanghai, Lord and Lady
French and maid, Messrs. Murray, Scott,
G. Tonney, F. H. Ellis, M. Jaffer, J. Ginnell
and servant; for Singapore, from Yokohama,
Mr. H. D. Angus; from Kobe, Mr. N. Marshall;
from Shanghai, Mr. Cleon; from Yokohama,
Mr. G. Currie for Port Said, Mr. F. Graham;
Mr. G. Currie for Port Said, Mr. F. Graham;
for London, Mr. and Mrs. Durant; from
Shanghai via Marseilles, Mr. H. H. Bristow;
from Hongkong, for London via India, Mr.
Mrs. and Miss D. Livingston.

Per *Korea*, from San Francisco via Port
Mackay, Mr. and Mrs. W. A. Walsh, Rev. and
Mrs. R. T. Cowles, Mr. R. J. Mackenzie, Mrs.
A. Clark, Mrs. A. E. Kirby, Mrs. W. F. Mont-
gomery, Mrs. Alberta Stickney, Misses Julia F.
Bennighoff, A. Julie Bennighoff, Mabel Evans,
Sarah E. Ogrod, Ida Patterson, Della Patterson,
Dr. G. W. McKean, Commander H. C.
Gearing, Mr. and Mrs. D. W. Lyon, E. Lyons,
G. F. Bennighoff, A. Courtney, H. T. Orenshaw,
A. C. Cress, Albert Crowell, A. L. Giacomin,
John S. Gillis, A. G. Fane, Niels Kaminski,
H. Millard, J. B. Miller, J. O. Sanderson, A.
E. Shannon, Daniel M. Seary, Fred. P. Warren,
Joseph L. Whelan, P. F. Van Dusen, and
Edward Zuelig.

JOINT STOCK SHARE.

Hongkong, January 6th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$20,000	Nominal.
Banks	\$125	\$75, sellers
Hongkong & S'hal.	\$125	\$75, sellers
National B. of China	25	\$51.
Bell's Asbestos E. A.	125, 8d.	\$7, buyers
China-Borneo Co.	12	\$104, sales
China Light & P. Co.	10	\$8, sellers
China-Provident	10	\$94.
Cotton Mills— Ex't.	10	Tls. 52, x.d.
Bongkong	10	Tls. 10, sellers
International	75	Tls. 52.
Lousou Kung Mow	100	Tls. 65, sellers
Syceh	50	Tls. 270.
Dairy Farm	50	\$16.75.
Docks and Wharves— H. & W. Harff & G.	50	\$15, old
H. & W. Loo	50	\$53, new
New Amoy Dock	50	\$10, sellers
Shanghai Dock	100	Tls. 77, sales
Shanghai H. Wharf	100	Tls. 212, sales
Fairwick & Co., Geo.	25	\$25.
Green Island Cement	10	\$113, sales & sal.
Hongkong & C. Gas	10	\$175, buyers
Hongkong Electric	10	\$15.
Hongkong Hotel Co.	50	\$104.
Hongkong Ice Co.	25	\$240.
Hongkong Kope Co.	10	\$25.
Insurance— Cantons	50	\$2421.
China Fire	20	\$45, sales
China Traders	25	\$91, buyers
Hongkong Fire	50	\$25, sales
North China Union	50	\$25.
Yangtze	50	\$145.
Land and Building— Hongkong Land & B.	100	195.
Humphreys' Estate	10	\$104.
Kowloon Land & B.	50	\$25, sellers
West-point Building	50	Tls. 104.
Mining— Charbonnages	250	\$50, buyers
Rauke	10/10	181.
Peak Tramways	50	\$13.
Philippines Co.	50	\$5.
Refineries— China Sugar	100	\$100.
Limon Sugar	100	\$10, buyers
Steamship Companies— China and Manila	25	\$15.
Douglas Steamship	50	\$40, buyers
H. Canton & M.	15	\$19.
Indo-China S.N.C.	15	\$40, sellers
Shell Transport Co.	21	44, buyers
Star Ferry	10	\$23, buyers
Do. New	5	\$12, buyers
South China M. Post	25	\$20.
Steam Laundry Co.	50	\$6, sellers
Stores & Dispensaries	10	\$14, sellers
Campbell & Co., Wm.	10	\$5, buyers
Watkins & Co., A. S.	10	\$23, buyers
United Asbestos	4	\$10, buyers
Do. Founders	10	\$160, buyers
Union Waterboat Co	10	\$104, buyers

SUBSIDIARY COINS.

per cent. Chinese 20 cents pieces \$4.00 discount.

10 4.50

Hongkong 20 3.65

10 4.15

Hongkong 20